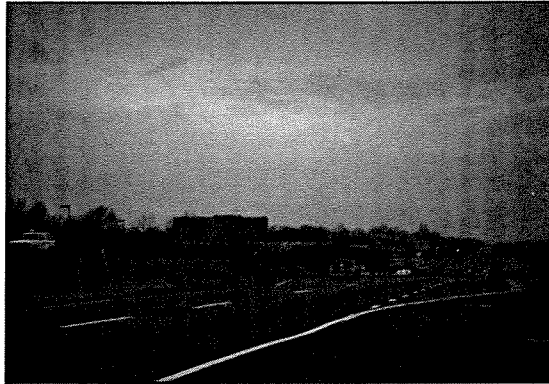


A P P E N D I X B

Transportation Plan

Note: This appendix identifies technical specifications recommended for the Dulles South transportation improvements



Appendix B

Transportation Plan

1. Route 50

Location: Fairfax County Line-Route 860

Lanes, Right of Way: Six lanes median divided plus turn lanes. 200' ROW plus land dedication required for long-term interchanges.

Description: **Short Term - R6R.** Controlled access median divided major arterial. Left and right turn lanes required at all intersections. Decel lanes required at entrances. 60 mph design speed. 1000' minimum desirable distance between median breaks.

Long Term - R6R. Limited access freeway. All at-grade access is temporary and will be terminated when road becomes a freeway. 60 mph design speed. Interchanges are planned for construction in the following general locations (*Actual specific locations will be finalized through the Route 50 Corridor Study, development applications, engineering considerations and coordination with VDOT and Fairfax County*). 1. Route 50/Route 609; 2. Route 50/South Riding Spine Road (between Route 642 and Route 621); 3. Route 50/Route 606; 4. Route 50/Route 659/West Spine Road; 5. Route 50/Route 659 Relocated/Route 616; 6. Route 50/Lenah; 7. Route 50/Route 860.

2. North Parallel Road to Route 50 (New Road)

Location: Route 609 - Route 860, approximately 1/2 mile north of Route 50.

Lanes, Right of Way: Four lanes median divided plus turn lanes with expansion capability to six lanes. 120' ROW.

Description: U4R. Controlled access median divided major collector. Left and right turn lanes required at all intersections. Decel lanes required at entrances. 45 mph design speed. 800' minimum desirable distance between median breaks.

3. North Parallel Road to Route 50 (New Road)

Location: Dulles South Boulevard - Route 860, approximately 1/2 mile south of Route 50.

Lanes, Right of Way: Four lanes median divided plus turn lanes with expansion capability to six lanes. 120' ROW.

Description: U4R. Controlled access median divided major collector. Left and right turn lanes required at all intersections. Decel lanes required at entrances. 45 mph design speed. 800' minimum desirable distance between median breaks.

4. Route 609

Location: Route 50 - North Parallel Road

Lanes, Right of Way: Four lanes undivided. 70' ROW.

Description: U4. Minor collector 52' curb face-curb face. 40 mph design speed.

5. Dulles South Boulevard (New Road)

Location: Route 50/Route 609 - Route 705.

Lanes, Right of Way: Four lanes divided. 90'-120' ROW.

Description: U4R. Controlled access minor collector. Left and right turn lanes required at all intersections. Decel lanes required at entrances. 45 mph design speed. 700' minimum desirable distance between median breaks.

6. South Riding Spine Road (New Road)

Location: Route 50 - South Parallel Road

Lanes, Right of Way: Four lanes divided. 90' ROW.

Description: U4R. Controlled access minor collector. Specific parameters will be developed in conjunction with final County action on the South Riding application.

7. Braddock Road (Route 620)

Location: Fairfax County Line - Route 705.

Lanes, Right of Way: Four lanes median divided. 90' - 120 ROW.

Description: U4R. Controlled access median divided major collector. Left and right turn lanes required at all intersections. Decel lanes required at entrances. 45 mph design speed. 800' minimum desirable distance between median breaks.

8. Route 606

Location: Route 50 north to Route 28

Lanes, Right of Way: Four lanes median divided plus turn lanes with expansion capability to six lanes. 90'-120' ROW.

Description: U4R. Controlled access median divided major collector. Left and right turn lanes required at all intersections. Decel lanes required at entrances. 60 mph design speed. 1000' minimum desirable distance between median breaks.

9. Route 606 Extended (New Road)

Location: Route 50 south to Braddock Road

Lanes, Right of Way: Four lanes median divided plus turn lanes. 90' - 120' ROW.

Description: U4R. Controlled access median divided major collector. Left and right turn lanes required at all intersections. Decel lanes required at entrances. 45 mph design speed. 800' minimum desirable distance between median breaks. Route 606/Route 50 intersectional/interchange likely to be relocated east of current intersection location.

10. Route 606 Extended/Route 621

Location: South of Braddock Road.

Duscussion: The final geometric section/functional classification of this section of road needs to be determined in coordination with Fairfax County. The road will be a collector (*minor or major to be determined*). The merge point for the alignments of Route 606 extended and Route 621 south of Braddock Road needs to be determined.

11. West Spine Road (New Road)

Location: Route 50 north to Route 7.

Lanes, Right of Way: Four lanes median divided plus turn lanes with expansion capability to six lanes. 90' - 120' ROW.

Description: U4R. Controlled access median divided major collector. Left and right turn lanes required at all intersections. Decel lanes required at entrances. 55 mph design speed. 900' minimum desirable distance between median breaks.

The West Spine Road will meet Route 659 at an interchange located to the east of the current Route 50/Route 659 intersection. Continuing southward basically along Route 659's current alignment to Route 234 in Prince William County this will become a major north-south corridor.

12. Route 659

Location: Route 50 south to Prince William County line.

Lanes, Right of Way: Four lanes divided plus turn lanes with expansion capability to six lanes. 120' ROW.

Description: U4R. Controlled access median divided major collector. Left and right turn lanes required at all intersections. Decel lanes required at entrances. 55 mph design speed. 900' minimum desirable distance between median breaks.

13. Old Route 659 (in vicinity of Arcola)

Location: The regional role of old Route 659 in the vicinity of Arcola will end with the construction of the West Spine Road/Route 659 Corridor Road and the Relocated Route 659/Route 705/Route 234 ByPass Road. Direct connection of old Route 659 to Route 50 will be severed. Improvements to old Route 659 should be consistent with VDOT standards for local roads.

14. Route 742

Location: Route 50 to Fairfax County Line.

Lanes, Right of Way: Two lanes. 60' ROW.

Description: R2. Local Road. 24' pavement width. 40 mph design speed. At-grade intersection to be maintained at Route 50 with appropriate turn lanes until such time as Route 50 becomes a limited access freeway, at which time Route 742 will end in a cul-de-sac south of Route 50.

15. Route 659 Relocated/Route 234 ByPass Connector

Location: Route 50 north to join current Route 659 alignment north of Arcola. Route 50 south to Prince William County line (*may merge with Route 705 alignment along southern part of alignment*).

Lanes, Right of Way: Four lanes median divided plus turn lanes with expansion capability to six lanes. 120' - 150' ROW. (*Reservation to 200' ROW*).

Description: U4R. Controlled access median divided minor arterial. Left and right turn lanes required at all intersections. Decel lanes required at entrances. 60 mph design speed. 1000' minimum desirable distance between median breaks.

This will be a major north/south corridor running between Route 7/Route 50 and the Route 234 ByPass in Prince William County. Opportunities should be preserved to allow for upgrading of some portions of this road to Regional Bypass criteria.

16. Route 621/Lenah Connector (West Dulles Boulevard)

Location: Route 621 to Route 50 to Prince William County Line.

Lanes, Right of Way: Four lanes median divided plus turn lanes. 90' - 120' ROW.

Description: R4R. Controlled access minor collector. Geometric section/functional classification south of Braddock Road to be determined in cooperation with Prince William County. May incorporate portions of existing Route 600 and Route 624 alignments.

17. Route 621 (including Arcola ByPass)

Location: Route 621 will be realigned north of Arcola to become an Arcola ByPass. It will intersect with Route 606 north of the current Route 621/Route 606 intersection.

Lanes, Right of Way: Four lanes median divided plus turn lanes. 90' - 120' ROW.

Description: R4R. Controlled access major collector. Left and right turn lanes required at all intersections. Decel lanes required at entrances. 55 mph design speed. 900' minimum desirable distance between median breaks.

18. Route 50 Loop Roads

Description: Parcels lying between Route 50 and its North and South Parallel Roads will be accessed via loop roads from the Parallel Roads. The specific alignments for these loop roads will depend on the local development applications. Design of the loop roads will be consistent with County and VDOT standards. Cul-de-sacs connecting with the loop roads will be subject to length limitations in the FSM.

19. Local Access Roads

Description: A variety of local access road geometric sections will be required as Dulles South develops. The location and geometric sections of these local roads will be determined in conjunction with County/VDOT review of the development applications. All VDOT and County standards apply.